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gives us a detailed insight into the views of this political philosopher and seer. The "Manor" was always a centre of attraction for people of culture and many distinguished guests, foreign and native, were entertained under its roof. In a contemporary paper is found this tribute: "His mansion has given celebrity to the hospitality of Maryland, by being opened to distinguished visitors from every quarter of the globe. The utility of his public life is gilded by the peaceful beams of his declining years."

July 4, 1826, marked the fiftieth anniversary of the Declaration of Independence and likewise the dramatic death of Jefferson and Adams, two of the three remaining "signers." Charles Carroll of Carrollton survived these events by six years and on November 14, 1832, he too "was gathered to his fathers."

Carroll was a gentleman, a scholar, and a statesman, though not always fortunate in his political prophecies. Punctuality, regular habits, frugality, modesty and purity of character were attributes of the man; and he was possessed to a marked degree of tact and executive ability.

This "limited letter press" edition of the life of Charles Carroll of Carrollton is an excellent sample of the printer's art and is unusually free from typographical errors. In Volume II., p. 360, line 19 should read 1828 (instead of 1822). In the Index, the reference to "Peggy Stewart Day" should read I. 131 (instead of II. 131). The work is minutely indexed and the author has taken great pains to indicate in footnotes the source of every letter and every statement quoted. While the correspondence of Carroll is freely incorporated in the text, his public papers are given in appendices, covering one third of the book, and include the *Letters of the First Citizen*, the *Journal of Charles Carroll of Carrollton, during his visit to Canada, in 1776, as one of the Commissioners from Congress*, the Carroll wills, 1718, 1728, 1780, 1831; and genealogical notes of the Carroll family, the latter being accompanied by an unique chart giving a synopsis of the O'Carroll pedigree. There is a bibliography and a list of portraits of Charles Carroll of Carrollton; and the book is illustrated with half-tones of the three Charles Carrolls, of Doughoregan Manor, and the Annapolis home, together with a frontispiece showing the "Arms of Carroll, chiefs of Ely, Kings County, Ireland," and bearing the motto *In fide et in bello forte*. It is significant that when his grandfather, Charles Carroll, the "Immigrant," came to Maryland in 1688, he changed the family motto to *Ubicumque, cum Libertate*, and so it remained.

J. WM. BLACK.

The History of Our Navy, from its Origin to the Present Day, 1775-1897. By JOHN R. SPEARS. (New York: Charles Scribner's Sons. 1897. Four vols., pp. xv, 416; xvi, 425; xvi, 469; xx, 607.)

THE history of warfare, be it military or naval, is crowded with incident, resembling therein man's daily life in the world; but differing also

materially, in that the incidents are more often than not of a stirring or picturesque character. When operations are actually going on, as during the favorable seasons of a land campaign, and in naval warfare generally throughout the year, the multiplicity of affairs,—usually small, sometimes great,—impart to the picture, regarded as a whole, an impression of vivid action, the particulars of which are not to be discerned, much less understood, without an effort on the part of the narrator so to represent them that the reader is induced to comprehension, without undue discouragement.

From these conditions it results that military history divides naturally into three kinds. There is the simple chronicle, in which each event is narrated, ordinarily in order of time, as in a journal ; but also, unless it is intended as a mere reference table of dates, with sufficient extension of detail to make each transaction comprehensible in itself, though without reference to other matters or to the war at large. Of this kind of naval history, James's *History of the British Navy* is a notable example. It discards avowedly any pretense to philosophical treatment, or to explanation of the relations of events to each other. The action is divided under three principal heads,—Fleet Battles, Battles of Single Ships, and Colonial Expeditions. Each of these is given in chronological order ; and as the work, until recently, was not indexed, the perplexed student would at times spend raging hours seeking for some statement he was sure he had seen, but to whose whereabouts the arrangement gave no probable clue. The value of such a work depends chiefly upon its accuracy. It is raw material ; of no great use to the ordinary reader, until worked into some definite shape by a competent student.

At the other end of the scale is the more philosophical treatment, which regards the war as a whole, seeks to detect its stream of tendency, and to explain how each factor, each event, contributed to the general outcome. Such a view, though broad, is not necessarily vague in character ; but, in order to be distinct, it requires the elimination of a great deal of minor detail, which confuses the impression sought to be produced. This treatment is very purely intellectual ; its appeal to the emotions, as excited by the grand drama of war, is only incidental, and arises rather from the splendid nature of the subject itself than from the direct effort of the writer.

There remains a third method, that of the connected, all-embracing narrative, which omits nothing, unless it be the merest triviality, but nevertheless seeks the consistency and coherence of the well-told story, the interest of which is sustained throughout by the skill of the writer, handling his incidents as a novelist does the fortunes of his characters. It is to this class that Mr. Spears's *History of Our Navy* belongs ; and it is scarcely necessary to remark that to combine into a consistent whole the incidents of a century, omitting nothing of importance, yet maintaining the interest of the reader, is an exceedingly difficult task. There is no natural unity in the subject, beyond the fact that it deals with the Navy ; the various battles and other operations are so many *dramatis personae*, often unrelated to one another ; and, when the stage is crowded with figures, we

all know that, though interest may be momentarily aroused, it soon wearies, from the fact that the confusion makes comprehension a painful effort. Who can endure a constant procession of figures, except when draped in color and animated by music like a military parade? When the procession of worthy citizens in plain black, with curious badges, files monotonously by, the windows empty; and it is the same in history.

This is, of course, doubly true where the nature of the case makes the crowd of actions—or actors—individually commonplace; and until the time of the Civil War this was in great measure the case with the American Navy. The scale upon which the United States has constituted her sea forces—in the Revolution necessarily, and since that time deliberately—has made of her naval history mainly a series of single-ship actions, which are not easily to be understood by the non-professional reader; and what is not easily understood does not readily interest—as is the case with Browning as a poet and Meredith as a novelist. A great battle between fleets is a splendid episode, the salient or decisive features of which can generally be made clear, without much technical explanation; the prominent actors are few; their acts are frequently brilliant. Along with clearness there are color and animation. The theme possesses its own unity and its own interest, and lays, therefore, the lightest tax upon the author's powers of presentation. Where such episodes are frequent they lighten the whole, and the judicious skimmer, which the practised reader usually is, can travel from episode to episode without exhaustion. But at the very best it is hard to carry even such interest over the proceedings of a century. The greatest military history in the English language, Napier's *Peninsular War*, which magnificently combines philosophical breadth of treatment, minute technical discussion, and superb dramatic power, covers a period of six or seven years, and takes abundance of space in which to do so. Having thus ample room to explain adequately, and being at the same time provided by the nature of his subject with plentiful and rich material wherewith to decorate, he is enabled, with his own unusual powers of presentation, to engage at once the understanding and the heart of his readers, who are carried without conscious effort from scene to scene with the sensation of unbroken delight. A man capable of enjoyment in seeing clearly and feeling deeply will find few dull pages in Napier.

From these considerations it will appear that Mr. Spears, in attempting to present a century of naval history, even though so few years of that century have been years of naval war, has undertaken no slight task. In the matter of presentation, adequate to inform and interest a reader, it cannot be said that he has succeeded. There is a great lack of proportion in devoting only 522 pages, out of over 1850, to the Civil War. In order to compress the latter within the dimensions thus assigned to it, details of interest have to be ruthlessly cut off, sacrificing at once clearness of exposition and the interest which can only be obtained by a sufficient entry into detail, where detail exists. Readers must be permitted to linger a little over incidents, to enter somewhat into the daily expe-

rience of the actors in the incidents, or else they will neither understand nor care. As an instance, the bayou expeditions, as they were called, during Grant's operations before Vicksburg, afford material for graphic narrative, and they had also a definite object in view. True, they failed; they may even have been mistakes; but in excitement and picturesqueness they rank high among naval adventures, and the understanding of their purpose contributes materially to the comprehension of the Vicksburg campaign as a whole, both on the military and naval side. Mr. Spears barely mentions them.

It is doubtless in consequence of this necessity for extreme compression that the style of the author at this portion of his work bears apparent evidence of hurry. This most writers have felt as they approach the end of a long task, and especially if there has been anything perfunctory in its beginning, in its methods, or in its continuance. The author himself seems to share the precipitation of the reader, and the latter feels very much as if he were taken by the elbow and hurried along the shelves of a museum, while the catalogue of its contents is read aloud in transit. For this apparent haste Mr. Spears's profession as a journalist may account in part; but it is to be attributed chiefly to the original mistake, by which one-fourth of his space is allotted to three-fourths of the interest of his subject.

To the American Revolution 302 pages are given. The amount is not excessive; for the difficulties, the heroism, and the considerable influence exerted upon the general result by the predatory warfare, to which the Revolutionary seamen were driven, has never been adequately set forth. In this beginning of his work, the author shows little evidence of the haste so painfully perceptible towards the close. There are indeed some incidents that might well be omitted as, for instance, the prayer of the Scotch parson against Paul Jones' ships, Vol. I., p. 239, which is not a part of American naval history; and, where economy of space for better objects was so much needed, some of the easy-tongued abuse of Great Britain's action during the Revolution could be spared, as being, upon the whole, somewhat behind the date, and irrelevant to naval history, strictly so called. But the author shows a considerable amount of philosophic appreciation of the bearing of events, which causes regret that he did not exert his powers more adequately upon the later period of the Civil War. The unprofessional reader may gain a fair idea of the contribution of American seamen to the cause of their country's independence. In particular, the author's recognition of the importance and decisive effect of Arnold's campaign on Lake Champlain, in 1776, is most creditable to his insight. It would have been better still had he traced the sequence of cause and effect which justified his remark; but, although the comment had occurred independently to the present writer, he had never published it, and as far as he knows it is original with Mr. Spears.

The War of the Revolution and the War of the Rebellion are the two great military, as well as political, crises of the history of the United

States. In the popular appreciation of Americans, however, the War of 1812 is the great naval epic. Save the combats upon Lake Erie and Lake Champlain, there was no organized warfare, in the modern sense, upon the waters; but, as in the Homeric poems, interest is concentrated upon champions—single ships—with the intensity that easily gathers round the exhibition of personal valor. Mr. Spears evidently shares this prevalent sentiment, for to this theme he gives 725 pages—a volume and a half—of his total space. As a tribute to the navy of that day, in whose honor, as regards the qualities of its officers and men, too much cannot be said, this is not amiss; but if the object of naval history be not merely to fire the popular imagination, but to instruct the popular intelligence as to the value of sea forces, the relative proportions allotted to 1812 and to each of the two great struggles cannot be approved. The fact that there were no better officers nor braver men, the world over, than those who then took our frigates and sloops to sea, should never be allowed to obscure the lesson that our statesmen had so pitiful an appreciation of the necessity of a navy, that they brought the country to war practically powerless upon the ocean. But that knowledge is inevitably obscured, unless pains is taken to contrast the glory of the navy with the distress of the nation, whose ports and waters were blockaded with impunity because the navy was so weak; and an erroneous impression is conveyed, in the comparative importance attributed to the events of that war, by the greater space given to them, collectively and individually.

For instance, the momentous events occurring on the Mississippi, from Farragut's first passing the batteries of Vicksburg, June 28, 1862, to the surrender of Vicksburg, July 4, 1863, a period of twelve months, cover 27 numerical pages, of which 14 are given to full-page illustrations. In these thirteen remaining pages are comprised the following events: Farragut's passage of the batteries of Vicksburg, and his return past them; the daring dash of the Confederate *Arkansas*, and her action with the U. S. vessels; the bayou expeditions of the navy about Vicksburg; the capture of Arkansas Post by the navy; Ellet's raid up the Red River; the battle and capture of the *Indianola*; Farragut's passage by Port Hudson (which occupies just one page); Porter's passage of the batteries at Vicksburg and his battle at Grand Gulf (to these two together one page). The same space is given in the War of 1812 to the circumstances attending the action between the *Wasp* and the *Frolic*, two sloops of war of 450 tons. These cover 15 pages, from which two are deducted for a full-page illustration.

The portion of the work not touched upon so far gives an account of the wars with the Barbary States and with Mexico, of the putting down of piracy in the West Indies, and of the slave trade on the coast of Africa; with incidental mention of other naval matters of interest. These occupy the latter half of Volume III. Thirty pages at the end of the work are very properly devoted to a description of the present navy.

A. T. MAHAN.